ON BOARD THE TIGRESS

The Arctic Search Expedition and Its Progress Due North.

The Fresh Water Sailors Cet Seasick.

Phe "Blue Noses" and What They Think of the Expedition.

Off for the Land of Eternal Snow.

ARGIIC EXPEDITION IN SEARCH OF THE POLARIS, ON BOARD UNITED STATES STEAMER TIGRESS, ST. JOHN'S HARBOR, N. F., July 26, 1873.

Casting off our lines at the Brook yn Navy Yard, Monday evening, July 14, this vessel steamed up through the East River amid the cheers of the thousands crowding the many passing steamers and ferryboats, accompanied by the shrill whistling of the saluting steam vessels.

Old sailors on board say that vessel never left New York before with such hearty "godspeed," and the effect on the officers and crew was to raise

Sheir spirits to the hignest pitch.

We discharged the Hell Gate pilot at half-past eight o'clock P. M. and next morning found us bearly abreast of New London. Wednesday morning the Sound pilot left us, going on board the ightship at Pollock's Rip, off Cape Cod, and we

were fully at sea on our voyage.

During our passage here we had fine weather nd when the winds were favorable made sall to assist the speed. The Tigress here proved herself good sea boat, riding easily and rolling but little mally, though we had fresh winds and a short, chopping sea on the 16th, which caused her to ciently to touch our landsmen and fresh ater sallors with the maladie de mer.

Before leaving Brooklyn we received on board the Esquimaux, or Innuits, as they designate themselves, Joe and Hans Christian. The latter has also his family, consisting of his wife, Senh; Augustina, a girl, aged fourteen: Tupeli, a boy, aged seven; Suckeh, aged four, and the baby, Charles Polaris Billee. These people are quartered in the forward deck house, which is also used as an bifice by the Surgeon and Paymaster, and by your correspondent as his quarters. Esquimaux, I and, are not believers in cleanliness as conductve to health, for the perfume arising from these when doors and windows happen to be closed is other than that of "Araby the blest." In consequence of the perfume the Paymaster pays considerable attention to these people, and can already tell when one comes near him without looking. He Selis them they can go out and walk about the ship, stay as long as they like, let the ocean breezes ian them, wash themselves if they want 30, or do anything that will keep them away from , in fact. The doctor says he does not notice it now, as he has a package of assafectida open and handy, so as to get iresh air. Hans and his family are passengers and go with us only to Disco, but or Joseph Ebierbing, as his card reads, renains on board, and has been entered as a memer of the crew. He did not seem to like it at first, nor, indeed, at present; but he trots about, and buils, hauls and belays as well as the rest. Joe has en with white men a long time and speaks quite good English, while, as Hans can speak but very little, Joe explains to him anything he cannot nderstand. This fact Joe has turned to his own advantage by taking H ns aside and explaining that both men required to work their passage, and and that he (Hans) must stay close by and assist In all that was done; so ever since Hans trots about at Joe's heels and "helps."

Captain Tyson and Captain Chipman, who are on oard as ice masters, hold appointments from the Secretary of the Navy, making them respectively acting lieutenant and acting master in the navy "for special service." and receive the pay of these grades. They were provided, as were the rest of the officers on board, with complete suits of naval unaress uniform, and the third day out appeared in all the glory of blue and brass buttons. Both Tyson and Chipman seemed astonished at the fact, and a jolly manner chaffed each other Lieutenant Tyson says, "the idea of two blubber hunters in brass buttons." One day, just off Cape Race, the vessel et a school of hunto-back whales, at which Mr. Chipman, who was on duty as officer of the deck, ecame greatly excited, and rushed back and forth on the bridge, singing out, in whaler style, "Blo-o-o-w," "Flu-ke," and "The-re she breach-es. The rest of the officers laughed heartily, Tyson especially being highly amused, remarking, "Look at that old, brass-buttoned blubber hunter; he's as bad as a boy, and he'd lance a porpoise."

Tuesday, the 22d, a heavy fog settled, and we steamed slowly along, blowing the whistle every ave minutes and keeping a sharp look out for land and icebergs. At 4:15 P. M. the fog suddenly lifted and the lookout forward sung out, "Land on the weather bow, and in a moment after, "Ice on the starboard bow." The land was Cape Race, about ten miles of the port bow, and the ice was a long. low iceberg, floating majestically by, about two

Early in the morning of the 23d we took on board a St. Johns' pilot, and at 5:50 A. M. dropped anchor in this beautiful harbor.

Steaming through the narrow channel, between the high, rocky points, the town and harbor present a beautiful view. The harbor is about mile long and a hall mile wide, and is com pletely land-locked. On the west side lies pletely land-locked. On the west side hes the town, along the hiliside, and extends the whole length of the hiliside, and extends the whole length of the necky bluff, extends a long line of high-chimneyed warehouses, which are used for "trying out" seal blubber for the oil. On huge platforms are piled thousands upon thousands of seal skins, rolled up to dry before shipping to Eng-land for tanning.

scal skins, rolled up to dry before shipping to England for tunning.

Along the water side of the town extends another long row of warehouses, and these, as well as the scal oil warehouses, are almost invariably painted white, but having all doors and blinds, as well as platforms, painted a bright red Some of the warehouses are painted entirely with red, and, remarking the prevalence of the same brilliant shade of red, Captain Greer says, "Some vessel loaded with red lead must have been driven in for refuge and gambled away her whole cargo," The executive officer, Lieutenant Commander White, said that "it was a good joke and ought to be double-leaded," but the navigator woke up and remarked, "Too deep; no bottom."

St. Jonns' has a population of about thirty thousand people, who are divided into three parts—the fishermen and "scalers," storekeepers who own the vessels and sell goods to the first class, and people who watch the signal station to see whose vessel is coming in. Codish, mackerel, herring and seal form the subject matter for conversation among all the people one meets, although just now they are busily engaged in discussing the ments.

wessel is coming its. Counse, mackerel, nerring and seal form the subject matter for conversation among all the people one meets, although just now they are busily engaged in discussing the merits, pro and con, of a party named Bennett, who is an official of this province, and who is lauded to the skies by one party and denounced by others as a Credit Mobilierite. I made diligent inquiry as to whether any anonymous checks or railroad election expense contributions were being distributed, but could find no traces of any, whereupon i felt pronder, because "the States" were still anead. This place is the capital of the island, and here the Assembly meets in November of each year. The present Governor, appointed by the home government, is Sir Stephen J. Hill, a distinguished Colonel of the British Army.

The Assembly is composed of forty-eight members, who are elected for eight years. I was informed by a member of the constantiary here that "whichever man at the hustings had the most votes he was declared to have a majority and was elected." I asked him it that was always the case

"whichever man at the hustings had the most wores he was declared to have a majority and was elected." I asked him it that was always the case and he said it was; and when I told him that in some parts of "the States" the man who received the least number of votes was often declared elected he said he had heard so.

The constability, or police force for this district, nombers seventy-iwo men, under the command of an inspector, and is uniformed and organized after the constability force in Ireland. The members are a fine looking set of men, have complete military discipline, being drilled daily in the manual of arms and the evolutions of the line, and are almost, without exception, ex-solders of the British Army. The twen boasts two cathedral churches and ten blabops, Cathotic and Church of England. I was unable to see the English Cathedral, but making the zequaintance of Eight Rev. Thomas Power, visited the Catholic one. This edifice, built just at the brow of the him opposite the harbor entrance, is the first object that meets the eye on continuous in. It is built of the may granite

peculiar to the town and has accommodated, ine bishop tells me, 9,000 people at mass. It is named after the patron saint of the town, and in its front over the arched gateway stands a fine statue in marble of St. John Baptist. In the court yard stand three marble figures, heroic in size, of the Virgin, St. Patrick and St. Francis assisi; inside over the high attar is a finely executed piece of statuary, representing the baptism of our Saviour by St. John. Beneath the altar, in marble, is Christ in the seputchre, while in the rear, reaching iar upward to the grained and carved stone roof, is one of the finest stained glass windows that I have ever seem. On the walls at the sides are bronze tablets, representing the fourteen "stations" of the "way of the cross." The building is over 400 feet long, by 250 feet wide, and the roof in the centre is 120 feet above the paved floor. During our passage to this port I have had several conversations with Captain, or as at present Leutenant Tyson, regarding the object of our expedition, and he has unburdened himself in a manner that would have made wild with exuitation the heart of any member of the Washington corpe of "specials" who could have had his interview "exclusive." The real story of the Polaris and her commander has not yet been written. As Captain Tyson says, "The Polaris will get home, and then Buddington's story can be heard without prejudice already excited against him." If Tyson's story is true, and I believe him to be a straightforward, frank, truthful man, Captain Buddington will be proved one of the worst of men, and capable of the performance of any act necessary to attain that object. Tyson's whole aim seems to have been to conceal, as far as possible, from the public the full facts connected with not only the commander of the ice-bound vessel, but of the men of her crew who shared in the perlis and privations of the wonderful and miraculous secape on the leelings of the men, and this diary he only conscited to have published when he lound himself violen

out by the following anecdote told by Acting Master Chipman: —

Eulpman, who is assistant ice master, has been in the Arctic Seas every season for fifteen years previous to 1870, and on one cruise (whaling) he sailed with Captain Buddington as a "boat steerer."

This was in 1855, and the succeeding Winter the ship was frozen in. Nothing could be done while so imprisoned, and Buddington commenced drinking to excess. He would ordinarily get drunk in his cabin, but would occasionally roll a cask of liquor out, and, inviting the crew, all hands would induige in what is called "a high old time with the boys."

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On one of these occasions Buddington, in a mad freak, ordered two of the men to seize and throw Chipman overboard into an open space of water. The men hesitated, when the Captain, with drawn revolver, repeated the order, and the attempt was only abandoned when one of the men lay on deck with a broken law, resulting from a blow with the knotted end of the main sheet, which Chipman stood swinging to and fro to defend himself. Buddington the next day, in a sober interval, laughed at the whole matter as a ludicrous and amusing joke, and admitted that he had intended to enforce his order, but couldn't afford to lose his men while in the ice. It was during this same voyage of the brig Georgiana that, of eighteen seamen on board, sixteen died during the Winter from scurvy.

woyage of the Drig Georgians and, of charactery when on board, sixteen died during the Winter from scurvy.

Before leaving the Navy Yard seven men were received on board, in addition to those whose names were given in the list published in your issue of July 14, and one of the men then named was found to be unable to perform his duties, and was returned to the receiving ship Vermont. In view of this fact and of the ratings assigned the crew since salling, I send a corrected list of all on board at this date:

OFFICERS.

Commander—James A. Greer, Commanding.

Lieutenant Commander—Henry A. White, Executive Officer.

Lieutenant—George F. Wilkins, Navigator.

Lieutenant—Robert M. Berry and Uriel Scibree.

Acting Master—Elisha J. Chipman, Assistant lee Masser.

Basicer.

Character George W. Mellyille, First Assistant

Master.

Engineers—George W, Melivilie, First Assistant (Chief Engineer); William A. Mintzer, Second As-

Chief Engineer); William A. Mintzer, Second Assistant (Chief Engineer); William A. Mintzer, Second Assistant.

Assistant Paymaster—George E. Baughman.

Acting Assistant Surgeon.—J. W. Eiston.

PETTY OPPICERS AND CREW.

Frank Y. Commagere, Yeoman; John P. Britton,

Master-at-Arms and Captain of the Hold; W. E.

Bullock, Apothecary; Boatswains Mate, Joseph

Brewin; Chief Quartermaster, William Sheriff;
Quartermasters, Samuel Randall and George Gray;
Captain of the Forecostie, Henry Clifford; Captain of the Forecostie, Henry Clifford; Captain of the Forecostie, Henry Clifford; Captain Maintop, George W. Lindgrist; Captain Mizzentop, Charles Cooper; Captain After Guard, George R. Willist Carpetiner's Mate, William Boyer; Cabin Oook, William Hurley; Steerage Steward, Join P. Wallage;

ship's cook, Richard Davie; machinists, John Meintyre, David M. Howells and John McEwen;

first class firemen, Christopher T. Wilte, James Horan, Samuel Slater, Richard Brenen, Daniel Lynch and Patrick Devaney; seamen, Frederick Howlett, Jeremah Murphy, Edward Jokish, John W. Smith, S. W. Harding, William Windemann, J. W. C. Kruger and Joe Ebicrbing (Esgulmanx Joe).

The health of all on board is good, with two exceptions of men for whom the labor required of every person is too great. These two have been examined by the surgeon, who pronounces them unift for this cruise, and, unless their physical condition improves, they will be sent back from Disco to the United States on the Juniata.

The supplies provided specially for the cruise are fresh and of the very best, as is also the outifi of clotaling. The work has thus far been very hard for the men, and some of the men have freely havalied themselves of the saliot's privilege, and grumbled right and left.

We are now receiving our last coal, and will sall to-day without fall. We expect to reach Disco in about ten days, and from that time shall be immediately in search of the Polaris.

THE LOG OF THE TIGRESS.

Sr. Jonns, N. F., July 23, 1873. I herewith enclose a brief outline of the log of the United States search steamer Tigress, Left the Brookiyn Navy Yard Monday evening, July 14, at 5 P. M. From 8 P. M. to midnight the sky was overcast; wind light and from the southwest. the Hell Gate pilot; lightning in the southwestern heavens.

from southward and westward, and cloudy; passed several steamers steering to the westward. At 2:50 the Stratford Lightship bore north half west, distance three-quarters of a mile; standing along the Long Island coast; pilot still aboard. This day ends with weather cloudy and hazy.

WEDNESDAY, July 16 .-- Commences with pleasant breezes from the north; ship still in charge of the sound pilot; running through Vineyard Sound, passed the Horse Rip Lighthouse at 3:30 A. M.; at 5 A. M. passed the Handkerchief Shoal Lightsnip; at 7:15 discharged our pilot. At 7:40 took our departure; Chateau Light bore north three-quarters west, weather cloudy; passed two steamers; wind from north-northeast; barometer, 29.94; secured anchors; ends with fine westerly breeze, the shir rolling easily. Latitude at meridian of Vineyard rolling easily. Latitude at meridian of Vineyard Sound, 41 deg. 36 min. 24 sec. north; longitude at meridian of Vineyard Sound, 69 deg. 25 min. west.

JULY 17.—Weather clear and pleasant. At 1:30 set all the lore and alt sails. Passed several small sails standing to the westward. Light breezes from north-northeast; furled all square sails. At 9 several vessels in sight. Crew engaged in scraping spars and decks. From 4 to midnight weather hazy and coot; numerous fishing craft in sight. Latitude 42 deg. 43 sec. 30 min., north longitude 66 deg. 51 sec. west.

JULY 18.—Commences with light breezes from the south and east; from 8 to 12 (noon) cloudy, with

sec. west.

July 18.—Commences with light breezes from the south and east; irom 8 to 12 (noon) cloudy, with strong breezes from eastward. Crew engaged as usual scrubbing panitwork, scraping and holystoning decks. At 1 P. M. stopped the engine and sounded; got bottom at 100 fathoms; 4 to 6 P. M., moderate swell and fresh breezes from the east. Porpoises and stormy petrels playing about us in the water, the latter riving about us in the east. No Essions believe that the presence of the petril augurs the approach of a storm. Weather clear and cool. Endsawith light breezes from the eastward. Sea smooth and ship steady. Latitude 43 05 north, longitude 64 13 west.

July 19.—Pleasant weather; light airs from eastward; smooth sea. At 9 A. M. sounded and got bottom at 75 fathoms; crew engaged in scrubbing and scraping; all hands on deck throughout the day since leaving port. From 8 to 10 moderate breeze from south-southeast; weather drizzing and overcast. At 10 got another cast; no bottom this time at 80 fathoms. Latitude 43 55 north, longitude 62 69 west.

July 20.—Commences and until 4 A. M. with strong gale from southward and eastward; from 4 to 8 A. M. weather cloudy; 8 to 12 fresh gale from South-southeast, thick and rainy; at 5:30 took in lower topsall; at 11:20 tacked ship and took in foretopmast staysall; barometer lalling rapidly. From 12 to 4 breeze variable in the force and direction. From 6 to 8 P. M. very thick and heavy weather, with wet fog. From 8 to 12 moderate breeze from the west; thick fog still continues; all square salls set. Sounded at 11 P. M., but got no bottom at 100 rathoms. Latitude 45 23 north, longitude 59 30 west.

July 21.—Dense fog; wind from the west, moderate proceze. Sounding the fog whistle every five minutes. At 9 exchanged colors with an Englishman bound to the wost; ship rolling heavily. Ends from 8 to midnight with wind still west and moderate type for process of the heavy was precent barkentine. Weather clear, but 69 banks on the horizon; ship rolling heavily. Ends from 8 to mid

found bottom at 80 fathoms. Changed the course to northeast. At 2:30 set trysail, spanker and topmast staysail. Between 4 and 6 P. M. saw Cape Race Light, bearing west by north. From 6 to 8 weather cloudy, with light fog. Land in sight. At 7:30 sighted a light bearing north by west. From 8 to 12 thick, with drizzing rain. Changed our course at 8:45, from northeast to northeast by east. Passed Fairy Land Light at 10 P. M. Latter part of the watch no rain; dark, lowering clouds, however. Saw Cape Shear Light at 11:30, bearing north by east; got up the cable and ranged six fathoms; furled all sail and slowed down. About forty miles from 8t. Johns, Newfoundland. JULY 22.—Commences these twenty-four hours with pleasant weather and light breeze from north and west. At 2:30 changed course to northeast. Long ground swell. Standing in for the Cape Light. Crew engaged holystoning and scraping decks and spars as usual. Dense log. Fog whistle blowing every five minutes. Twelve to 4 P. M. wind moderate, with damp, cold fog, suggestive of leebergs. Wind northwest. At 5 P. M. fog lifted, and we saw the coast of Newfoundland, and also our first leeberg, aground, evidently in shore. Furled all sails fore and ait and stood in along shore for 8t. Johns. Came to an anchor at 7 A. M. in 8t. Johns, Newfoundland. All well shd in Excellent appricate logs, and because I thought it might interest some of your readers who are "sailt" enough to appreciate logs, and because I thought it might interest some of your readers who are "sailt" enough to tappreciate logs, and because I than the interest of being a brief synopsis of the search steamer's log—au abstract, so to speak, of the Tigress, that will do to refer to hereafter. The steamer that is to take this is expected here every moment, so that I am unable to do or say more at present beyond that we sail from here to-morrow attennoon for Disco, where we are to meet, I understand, the Juniata. The next steamer will bring you a letter from your special correspondents on this expedition rel

SPICY SPIRITUALISM.

A Sunday Tongue-Fight in Rebinson

Yesterday afternoon's Spiritualist meeting, in Robinson Hall, broke up in a row. The more prominent Spiritualists present, however, were not participants in the trouble, and expressed themselves as determined to prevent a repetition of the noisy and disgraceful scene. These "conferences" are free to all speakers, and ten minutes are allowed to each. Yesterday there was a good attendance, and for a time matters proceeded quietly. Then Mrs. Clanin, the old and nearly demented mother of the notorious Woodhulls, Claffin staters, got the floor. She spoke excitedly and disconnectedly upon a variety of topics, and much that she said was unintelligible to those in the back part of the room. She finally drifted into family matters and made a frantic denunciation of Colonel Blood. Her allot-ted ten minutes expired and the Chairman rapped on the table for her to stop, but she persisted in speaking. She gesticulated wildly, and her eyes flashed with excitement. It was only when the Chairman peremptorily ordered her to do so that she ceased her tirade and went to her seat she ceased her tirade and went to her seat. The meeting then progressed quietly for an honr, the speakers confining themselves to the discussion of spiritualistic and kindred topics. At this point the real trouble began. Miss Dumar, a young andy with a glib tongue—and, as the result showed, a somewhat ungovernable one—faced the andlence. She had attended the Spiritualist Convention in Vineland, she said, and was an admirer of Victoria Woodbuli. A provious speaker had said that the doctrines of Woodbuli should be repudfated by the Spiritualists—that they were no part of the behef of the sect—and that they invited the adverse criticism and the just censure of the world. Miss Dumar asserted that Mrs. Woodbull was alone responsible for her teachings, and was proceeding further in the demonstration of that point when old Mrs. Cladin, her voice and body trembling with excitement, rushed up the centre aisle, crying, "Tisn't so! You lie! My daughters are not responsible for what they do or say. They're psychologized by that devil of a Blood! But they're my daughters, and I love them, and I'll defend them! You're a liar!" In vain the Chairman rapped with his gavel and commanded silence. Miss Dumar turned red and looked angry, but kept her tongue quiet. The old woman pitched her voice bigher and higher, and grew incoherent in her anger. Then the audience hissed and cried out "Stop!" "Put her out!" &c. Under this fire of words the old woman fettreated down the aise, still keeping up her shrill harangue, A few men somewhat excited, continued her address. She The meeting then progressed quietly for an honr,

surrounded her, and she was at last got out of the hall.

Miss Dumar, whose temper had now become somewhat excited, continued her address. She said that she did not care for what the whole world said, much less for a crazy old woman. The interruption had somewhat encroached upon her ten minutes, and at its conclusion she sat down on the front seat.

Mrs. Miles, an antagonistic sister of Woodhull and Claffin, then advanced to the front of the audience. She was laboring under very great excitement and her face was fushed with anger. Shaking her fists in the face of Miss Dumar, and totally ignoring the audience, she launched out into a tirade of abuse that was more energetic than decent. She attacked the young lady's character; she applied a vigorous d—n to Blood; and she hurled back the accueation that her mother was crazy. "She's my mother," screamed Mrs. Miles, again and again; "and you've been sent here to attack her." She would listen been sent here to attack her." She would listen to no appeals from the chair or calls of order from the audience, but would have her say out in spite of all opposition. Miss Dumar, who seemed equally ready for a row, tried to reply, but she was fairly out-talked. At last, as several of the Spiritualists were on the point of forcibly ejecting her, Mrs. Miles retired, still talking, from the room.

Mrs. Mituhell arose and denounced the ejection of Mrs. Cladin.

Dr. Hallock appealed for a return to the discussion of legitimate subjects, and another was tried.

on of legitimate subjects, and another man tried speak, but the audience was too excited to be setted down again, and the meeting broke up is

ERIGHAM YOUNG'S SERMON.

When the Order of Enoch Is To Be Inaugurated - Troubles with Mormon

Con Sunday morning, June 29, Brigham Young delivered himself of the following short and singular discourse in the great Mormon temple:—

I say to the Latter-day Saints, that the only reason why we do not take up the subject and enter into the organization of Enoch, or a city of Enoch, is simply because we have not yet been able to find every item of law bearing upon this matter, so as to organize in a. way that apostates cannot trouble us. This is the only reason. It is a matter that I am paying particular attention to, with some of my brethren, to see if we have skill enough to get up an organization and draw up papers to bind ourselves together under the laws of the United States, so that we can put our means and labor together and join as one family. As soon as we can accomplish this and get an instrument that lawyers cannot pick to pieces and destroy, and apostates cannot afflict us, we expect to get up this institution and enter most firmly into it.

Yesterday and the day before I had considerable to say to the Latter-day Saints, reading the dark side of the page. I will say here I am not discouraged with regard to this latter-day work, I am not discouraged with regard to the latter-day saints. If we were to pick and choose to-day we should find a large majority of the neople called Latter-day Saints, who are ready and willing, with open hands and pure hearts, to enter into the Order of Enoch and to live and die in this Order. This is my faith concerning the people at large; consequently I am not discouraged. But there are some who need chastening. We cannot tell a man that he is going to apostatize, but we can chasten him as a member of the Church, not as an individual. In this capacity, while in public, we do not take the liberty of chastening an individual. But we can say to the brethren and sisters we are encouraged. "Mormonism" is onward and upward; the gospel that the Lord Jesus has introduced in the latter days is enjoyed by many, and it is our life, our joy, our peace, our glory, our happiness, our On Sunday morning, June 29, Brigham Young delivered himself of the following short and singular discourse in the great Mormon temple:-

SING SING PRISONERS SEEKING LIBERTY.

POUGHKEEPSIE, August 17, 1873. Three convicts attempted to escape from Sing Sing prison last night. The leader was trying to break through a window, when he was fired upon, but not hit. All three convicts were then captured and but in dark cells,

NEW BOOKS.

The book trade has been unusually dull through out the Summer.
Only two classes of works, apparently, are in demand—novels and books on popular science. At least these are the only ones lately published.

The novels are, almost without exception, bad.

The first on the list is a novel of "American So-clety," by Chandos Fulton. It is called "A Brown Stone Front," and is published by Henry L. Hinton.
The story is feeble to the point of frivolity.
T. B. Peterson & Brother, of Philadelphia, tell us that we would much oblige Miss Dupuy, as well as her publisher, by reading her latest novel, "The Gypsy's Warning." We should like to oblige a

novelist so industrious, but remembering the pain of attempting to read her eight previous works, we know the good hady will excuse us this time.

"Loyal Unto Death" is a novel published by

Carleton & Co. The style of the book may judged from the fact that it is written on the refinement of art principle, allusions to Launcelot and Guinevere, Madonna-like purity, Cleopatra re-ceiving Antony, Admirable Crichton, and all other well known names being beautifully

sprinkled on nearly every page. "The Wicked Woods of Tobercevil :"

"Explated" and "My Little Girl" are three recent additions to Osgood's library of novels. A Boston paper pronounces the first "a very powerful novel." Bedford is relied upon to endorse the second as "a tragic story highly emotional, and witten with de cided power," and, nobody being at hand to "pnff the third, the publishers say it is "a very fresh, readable story, of no little power and originality." feature of all these opinions, a happy circumstance, since it is not found in the books. As a specimen of the power and originality of these novels, here is one, taken at random from "My Little Girl":-

Little Giri":—

"I really think, now, if you will excuse me, I shah go to the play. It is past ten already, and I want to see Mile. Dulont."

"But you can't go out in this rain, you know. It's absurd to have a cab to cross the street in. Wait a bit."

Phil waited. Another rubber was played through. Smythe walked to the window, threw up his arms over his head, and yawned loudly.

"Smythe's tired," said Shairp.

"So am i," said Phil.

"We might have a little something else for a change, eh?"

"Ah," said Smythe, "we might. Confound it, though, we can't play here, and"—pulling out his watch—"I've got a most particular appointment at eleven."

watch..."I've got a most particular appointment at eleven."

'I haven't had a hand at loo for—let me see—six months, I know, if it's a day," said Shairp.

His friend had ten objections—overruled in ten seconds.

One of the party never played at loo, and left them. The younger pigeon, who had just got into newly furnished chambers, said—

'It paws so with wain, or we might go to my diggings. What a baw it is! One's boots would be sopped thwough before one could get into a hansom."

So they played at the club.

From this it will be seen what a shabby creature

From this it will be seen what a shabby creature 'My Little Girl" must be.

Another of those books about nothing is "Driven from the Path," a novel "edited by Dr. Charles Smart' and published by D. Appleton & Co. The dialogue is insipid and the incidents and story are

in every way commonplace.

Appleton's "International Scientific Series," which promises so much for scientific readers, is making slow progress. Since the publication of Professor Tyndall's "Forms of Water" and Walter Bagelot's "Physics and Politics," last year, but a single volume has been added to the series, Dr. Edward Smith's "Foods." It is a valuable and interesting

work, worthy of general perusal and study.

Estes & Lauriat, of Boston, are publishing a somewhat similar series which they call "Popular Science for the People." The first volume of the series, "The Unity of Natural Phenomena," from the French of M. Saigey, has already appeared. It is little more than an introduction to the study of nature, but will be found interesting to the general

reader.
Many of Professor Huxley's most advanced opinions appear from time to time in his addresses before public and scientific bodies and his occasional reviews and periodicals. The antagonisms which he excites make a volume of these essays, peculiarly interesting, and his "Lay Sermons," published three years ago, thus became one of the most noted books of the time. His utterances since that time are now gathered into a volum called "Critiques and Addresses," which is pub-lished by the Appletons. Though not likely to pro. voke so much theological discussion as the former series, these addresses have even more general

The "Introduction to Roman Law," by the late Professor Hadley, of Yale College, published by D. Appleton & Co., is a work of value, which com-

The same house publish a "Compendium of Greek and Roman Classical Literature," by the Rev. Mr. Lonage, which is the most convenient manual of the kind ever printed.

The first volume of Appleton's revised "American Cyclopedia" has been issue1 from the press. Except in additions to the biographical department and to recent history, with some corrections made necessary by science and progress, it is in-ferior to the oid volume. Many valuable articles are omitted altogether and others are so "cut down" as to be useless. Even in the biographica additions there are marked blunders. An officer like General Abercrombie is omitted, while all the young Adamses and Abbotts are inserted. If the work is to be performed throughout in the same feeble manner it ought not have been undertaken. The previous work was loosely and often bombasti cally written, was sometimes inaccurate in matters of fact, and was generally feeble and unsatisfactory. It sadly needed revision, but we regret that, so far as we can judge from the only volume of the new edition yet published, all the old faults are to be retained and new ones added.

NEWARK'S LAST SENSATION.

A Police Patrolman Pummelling His Sergeant-Jealousy the Cause-The "Woman in the Case" Shying Beer Glasses at Her Husband-Arrest of Both-Much Excitement Among Newark Peelers.

For some time past, as the HERALD has repeatedly set forth, the police force of Newark has been a subject of much public discussion on account of the mediocre character of many of its members as regards their qualifications, or rather disqualifications, as police officers, but now has occurred a matter which cannot fail to bring greater odium than ever on the force. This is a disgraceful rencontre which took place on Saturday evening between a patrolman named James Hawkins and Sergeant William P. Benson, growing, it is alleged, out of jealousy on the part of Hawkins— jealousy of Mrs. Hawkins and Sergeant Benson. It appears the two men have long been on very intimate terms, so that their families have frequently

mate terms, so that their families have frequently met together in each other's houses. Latterly Hawkins, who enjoys among his brother officers The Souther officers of the Markins, who enjoys among his brother officers of the Comment of the Markins were much too intimate; so much so, in fact, that the former used to visit the Hawkins house during the absence of its ford and master, and there deport himself in such a manner that Hawkins began to cry to himself, "Oh, save me from my friends." On Saturday night the storm which had long been brewing in the patroiman's breast burst. According to one report Hawkins neglected to go on duty at eight o'clock and staid at home unexpectedly in anticipation of Benson's coming. Benson came, and then came also the bursting of the storm. The two men got into a war of words, which finally resulted in blows, and Benson retired with a bleeding nose and a severely battered face. Straightway he proceeded, his

verely battered face. Straightway he proceeded, his

SHIET PRONT COVERED WITH BLOOD, before Justice Lambert, of the Second Precinct Police Court, and swore out a warrant against Hawkins, charging him with assault and battery. Hawkins was duly arrested, but after a short stay at the station was liberated on \$100 ball to appear for examination this forenoon, All sorts of stories few around regarding the matter, including some no less disgustingly indecent than absurd, and yesterday the affair was the talk of the town. There would seem to be some ground for Hawkins' jealous feelings, from the fact that yesterday morning

MRS. HAWKINS WAS ARRESTED also, and for a while locked up in a cell, charged by her own busband with assaulting him early in the morning with several drinking glasses. He said she assaulted him, too, by telling him to his face that Benson was a better man than him, Ehe is by no means handsome, but, on the

contrary, rather plain, though not without taste in the matter of dress. Benson is quite a good-looking fellow, of fine physique, with dark hair, eyes and mustache.

looking fellow, of fine physique, with dark hair, eyes and mustache.

SERGEANT BENSON STATES
that there is not a particle of real grounds for Hawkins to be jealous. Hawkins keeps a candy store in Broad street, above the Morris and Essex Railroad, On Thursday night, Benson avers, Hawkins invited him to come on Saturday evening and meet some friends of his from Bloomield and entertain them during his (Hawkins) absence. He went, he fars, and found Hawkins there; but, while giving him some friendly advice to go on duty, jest he might be discharged, Hawkins, who, according to Benson, was slightly intoxicated, then hauled off and struck him. The officer in charge of the station says, however, that Hawkins was perfectly sober when arrested. Hawkins is an officer of the First precinct, but has not been on duty since the fracas. It is thought that the matter will be investigated by the police authorities, so as to determine whether Benson or Hawkins are fit men to be longer kept on the force.

PIEB IN CENTRAL MARKET.

At ten minutes past eight o'clock last evening, fire broke out in the basement of Central Market, corner of Forty-eighth street and Seventh avenue, and caused damages to the extent of \$1,000 to the various stand owners and \$500 to the building.

DEOWNED BODIES FOUND.

The military authorities of Fort Columbus yesterday morning informed Coroner Keenan that the body of a drowned child had floated ashore on the west side of Governor's Island. The body was sent to the Morgue, where an inquest will be held.

About half-past six o'clock yesterday morning the body of an unknown man, forty years of age, the body of an unknown man, forty years of age, was found floating in the dock, foot of Seventy-fifth street North River, by an officer of the Thirty-first precinct. Deceased was five feet eight inches in height, with sandy hair and whiskers all around his face, but no moustache. He wore a red plaid shirt, frock coat, pants and vest, and shoes with nails and tips, and gray sooks. Evidently the remains had been in the water but a short time. The body was removed to the Morgue. In possesson of the deceased were found one gold sovereign, two \$2 bills, four twenty-five-cent stamps, three ten-cent stamps, three fity-cent stamps, and an ecktie. The very minute description of the remains and the articles found on the body, given by Sergeant Blake, of the Thirty-first precinct, may lead to the identification of the body at the Morgue, foot of Twenty-sixth street, East River.

DROWNED WHILE BATHING.

PROVIDENCE, R. L., August 17, 1878. Frank Hare, salesman in a carpet store, was drowned this afternoon while bathing with his wife at Bullock's Point.

PRINT CLOTHS MARKET.

Print cloths market strong at the close. Prices firm. Sales of the week, 98,000 pieces, at 650. for extra, 668, and 650. for standards.

SHIPPING NEWS

SUN AND MOON. Sun rises	Gov. Islandeve Sandy Hookeve Hell Gateeve	5 04 4 19 6 49
OCEAN ST	TEAMERS.	

DATES OF DEPARTURS FROM NEW YORK FOR THE

Steamers.	Sauls.	Destination.	Office.
Idaho	- Aug. 20.	Liverpool	129 Broadway
Georgia	. Aug. 20.	. Glasgow	172 Broadway.
Scotia	. Aug. 20.	. [Liverpool	14 Bowling Green
Trinacria	. Aug. 20.	. Glasgow	7 Bowling Green
Bremen	. Aug. 20.	Bremen	2 Bowling Green
City of New York	. Aug. 21.	. Liverpool	15 Broadway
Hammonia			
City of Montreal.	. Aug. 23.	. Liverpool	
Oceanic	Aug. 23.	- Livernool	19 Broadway.
Abyssinia	. Aug. 25.	. Liverpool	89 Broad way.
Abyssinia	. Aug. 28.	. Liverpool	4 Bowling Green
Pereire	Aug. 28.	Hawre	158 Broad way
Main	. IAug. 23,	ALDERDON, PO	S Rowling Green
Alabama		.IGIBMIOW	IZA Brown av.
California	. Aug. 23.	. Glaszow	7 Bowling Green
Caledonia	Aug. 27.	Glascow	7 Bowling Green
Algeria	. Aug. 27.	. Liverpoot	14 Bowling Green
Minnesota	Auz. 27.	. Liverpool	29 Broadway.
City of Bristol	Aug. 28.	. Liverpool	15 Broad way.
Holsatia	Auz. 28.	Hamburg	[61 Broadway
Batavia			4 Bowling Green
Republic	. Aug. 30.	. Liverpool	19 Broadway.
Canada	. Aug. 30.	. Liverpoot	69 Broadway.
City of Chester.	. Aux. 30.	. [Liverpool	15 Broadway
Bt Laurent	.¿Sept 6.	. Havre	158 Broadway.

PORT OF NEW YORK, AUG. 17, 1878. ARRIVALS.

REPORTED BY THE HERALD STEAM YACHTS AND HERALD WHITESTONE TELEGRAPH LINES.

Steamship Expst (2), Grogan, Liverpool Aug 6 and Queenstown 7th, with mass and 437 passengers to F W Jiurst. Aug 15, 1st 44 14, ion 46 18, passed ship Bombay, from Liverpool for Boston.

Steamship City of New York (Br), Lochead, Liverpool Aug 5, and Queenstown 6th, with males and passengers to J G Dale. Aug 12, 1st 45 41, ion 42 14, passed a brist-rigged steamer, bound east; 13th, lat 45 54, lon 47 29, schr Sophia Amelia (Nor), and ship Bombay, bound west; 17th, 184 miles east of Sandy Hook, passed a brist-rigged steamer, bound east; same date, 17t miles east of do, steamship Gity of London, hence for Liverpool.

Steamship Herman Livingston, Mallory, Savannah Aug 14, with males and passengers to W B Garrison.

Steamship Wannoke, Couch, Sichmond, City Point and Steamship Wannoke, Couch, Sichmond, City Point and Steamship Don Gloson, Winters, Georgetown, DC, with males and passengers to the Old Dominion Steamship John Gloson, Winters, Georgetown, DC, with males and passengers to the Old Dominion Steamship Fanita, Doane, Philadelphia, with males to the Lordingra Steamship Co.

Ship Helene (Nor), Samuelson, Hamburg 57 days, in ballast to Punch. Rays & Go.

the Lorillard Steamship Co.

Ship Helene (Nor), Samuelson, Hamburg 57 days, in ballast to Funch, Edye & Co.

Bark Anna (Ger), Davidson, Singapore 121 days, with mase to order.

Bark Pan (Nor), Faich, Liverpool 35 days, in ballast to

Bark Pan (Nor), Falch, Liverpool 35 days, in ballast to order.

Bark Orvar Rod (Nor), Johannesen, London 48 days, with mase to French, Edye & Co.

Bark Prima Donna (Nor), Housten, Newry 22 days, in ballast to order.

Bark Energia (Ital), Cervetto, Glasgow 50 days, with water pipes to Francis Spies & Co; vessel to master.

Bark Herotta E Ooxhe (Ital), Gardella, Antwerp 23 days, with mase to Slocovich & Co.

Bark E H Duvali (Br), Rogers, Antwerp via Delaware Breakwater 40 days, in ballast to order.

Bark Gniseppe Capatro (Ital), Biaggini, Genoa 45 days, and Gibraitar 33 days, with marble, &o, to Slocovich & Co.

Berk Wait v Gays, in banks to whether and Gibraltar 33 days, with marble, &c, to Slocovich & Co.

Bark E W Griffiths, Drummond, Havana 20 days, with sugar to Jas E Ward & Co.

Brig San Gaotano (Ital), Maggella, Hamburg 44 days, with most to Toblas & Co.

Brig San Gaotano (Ital), Maggella, Hamburg 44 days, with most to Toblas & Co.

Brig Forutuna, (Port Mesquita, Oporto, 38 days, with wine, sait, &c., to Hagemever & Brunn.

Brig Alida (iver), —, Ludque April 30, with nitrate of soda to order.

Brig Abbie Clifford, Clifford, Curocca 21 days with sait, fustic & to Joseph Foulkes' Sons; vessel to J E Ward & Co.

Brig C A Hoard (of Yarmouth, NS), Messenger, Arecibo, PR, 12 days, with sugar and coffee to J V Onstavia & Co; vessel to Simpson & Shaw. Aug 13, lat 35, lon 74, spoke schr Gertrude, from Nassau for New York.

Brig Madonas (of St John, NB), Jordan, Arroyo, PR, 18 days, with sugar and molasses to Galway & Cassado— vessel to Jed Frye & Co.

Brig Mechanic (of Portland), Gould, Sagna 11 days, with sugar and molasses to Gharles Luding & Co; vessel to Miller & Houghton.

vessel to Jed Frye & Co.

Brig Mechanic of Fordland, Gould, Sagna 11 days, with
sugar and molasses to Charles Luiing & Co; vessel to
Miller & Houghton.

Brig Anna (of Bormuda, Card, East Harbor, TI, 18 days,
with salt to Russell & Howe; vessel to master.

Schr Eri (of Machias), Stuart, Manzanilla 23 days, with
molasses and melado to order; vessel to Bimpson & Chapp.

Schr Altavella (of Ellsworth), Mattox, Jacksonville, 9
days, with yellow pine, to Gilbert Hunter & Son; vessel
to Warren Ray.

Schr Alle Ann, Willett, Virginia.

Schr J F Doughty, Clark, Virginia.

Schr J F Doughty, Clark, Virginia.

Schr J H Seguine, Corson, Virginia.

Schr J H Seguine, Corson, Virginia.

Schr Mott Bedell, Van Reynegom, Georgetown (DC), 3
days, with coal to the Maryland Coal Company;
vessel to F. Schultz. Angust 10, in coming
down the Fotomac river, to the northward of
Marvland Point, passed 7 dead bodies floating,
supposed to be from the steamer Wawnaet, which was
burned a night or two previous; 16th, off Absecum,
passed a large steamer jung too, head to the westward,
supposed to be broke down.

Schr Rasterthwaite, Holt, Georgetown, DO.

Schr Satterthwaite, Holt, Georgetown, DO.

Schr Satterthwaite, Holt, Georgetown, Bo.

Schr Gabet, Patt, Tracy, Philadelphia.

Schr Gabet, Patt, Tracy, Philadelphia for Boston.

Schr Estelie Day, Geory, Philadelphia for Boston.

Schr Battelies, Haskell, Philadelphia for Boston.

Schr Battelies, Haskell, Philadelphia for Boston.

Schr Batterick Markell, Philadelphia for Boston.

Schr Batterick Markell, Philadelphia for Boston.

Schr Batterick Markell Georgetown for Boston.

Passed Through Hell Gate. BOUND SOUTH

Steamship Acushnet, Sector. New Bedford for New York. with midee and passengers to Barling & Davis. Schr James Warren, Drisco, Two Rivara, NS, for New York, 12 days, with splies to 5ed Frys & Co. Schr James Parkinson, Miler, Hartford for New York. Schr Hartfet Gardiner, Miler, Hartford for New York. Schr Maris & Hearn, Stamford for New York. Schr Jalia Ann, Caswell, Providence for New York. Schr Z McCroskey, Skidmore, Providence for New York. ork.
Schr Kate Callahan, Avery, Somerset for New York,
Schr Wm L Peck, Bunce, Northport for New York,
Schr Mapoleon, Smith, Fall Siver for New York,
Schr Apn Eliza, Caswell, Providence for New York,
Schr Lucy Church, Ryder, Pawtucket for New York,
Schr Lucy Church, Ryder, Pawtucket for New York,
Schr Ley Heany, Lewia, Fortland for New York, with

stone to master.

Steamer Electra, Mott, Providence for New York, with mose and passengers. Stoamship Nefeus, Bourd East.

Stoamship Nefeus, Boarse, New York for Boston, Schr The Star (Br), Ulark, New York for St John, NB. Schr Amos Briggs, Knapp, Haverstraw for Providence, Schr Hannah E Brown, Sackett, Haverstra

schr A G Lawson, Pitzpatrick, New York for Provience.
Schr Ruth II Baker, Baker, New York for Yarmouth.
Schr Furb Staw, Parker, Baltimore for New Haven.
Schr Ruth Shaw, Shaw, Baltimore for New Haven.
Wind at sunset SE, light.

STRAMSHIP VADERLAND (Dutch), from Antwerp, previously reported at the mouth of the Delaware slightly disabled, arrived at Philadelphia 17th inst, without assistance.

Baug Russona (Br), Thompson, at Halifax leth from Baltimore, while rounding to ran foul of Wilkinson, Wood & Co's wharf, and broke jibboom short off in the cap, and carried away martingale and headgear. SCHR NEWTON BOOTH, at San Francisco Ang 8 from Morshava, reports:—June L, when 8 miles from Farallones (outward voyage), John Fankner, mate, tell from the flying libboom, and was drowned; he was a native of Long Island, aged about 48 years. was got off leth by the aid of a tag.

As the steamer John Gibson was coming down the Potomac River, from Georgetown, DC, for New York, 15th inst, Issac Lewis, a seaman, fell overboard, and before any assistance could be rendered he was drowned.

Nawcasran, NSW, June 15—Ship Wildwood, from Methourne, while being docked yesterday the cradle broke and a strong current heeled her over on the ground, where she lies in a very had position. Two steamers failed to get her off last evening.

Notice to Mariners.

Notice to Mariners.

North SEL-GERMAN COAST-CHANGES AND ADDITIONS TO THE LIGHTS IN THE RLEW RIVER.

OUTER ELDE LIGHT VISSEL (No I)—A signal gan will be dred from this vessel in toggy weather.

MIDDLE ELDE LIGHT VISSEL (No I) shows now two fixed white lights vertically from the mainmast.

ALTENBRICH LIGHT VISSEL (No I) shows now two fixed white lights vertically from the mainmast.

ALTENBRICH LIGHT IS building. It will be fixed white, visible 8 miles in an ensterly direction between the white and black barrel buoys. The illuminating apparame will be during the same light be 50 feel above the level of high wave.

Backsattriel Light 8 building. It will be fixed white elevated 34 feet, and visible 8 miles to the westward affar as the white barrel buoys 18, 18 and 17. The illuminating apparatus will be dioptric, of the fourth of over the fixed white barrel buoys 18, 18 and 17. The illuminating apparatus will be dioptric, of the fourth of over the fixed white barrel buoys 18, 18 and 17. The illuminating apparatus will be dioptric, of the fourth of over the fixed white levels of the fourth of the fixed white levels of the fixed white levels of the fixed white levels of the fourth of the fixed white levels of the fixed w each side.

Pagensam Ligur is fixed white, elevated 35 feet above high water, and visible 5 miles between the white barrel buors Nos II and I. The illuminating apparatus is dioptite, of the sixth order; the light tower is quadrangular, painted white, with a black cupols, and stands on the N side of the Fagensam!. Position, lat 53 42 N, lon 9 50 B.

Escar Ligar; is fixed white, clevated 50 feet above high water level, and visible 8 miles. It is seen from Pagen, sand Light, and with that serves as a leading mark. The illuminating apparatus is dioptic, of the fourth order the light tower is quadrangular, painted white, with a black cupole, and is at Schlickburg. Position, lat 53 4 N, ORAVERGORY LIGHT Vessey, because of the N. Graverson Ligary Vessey, because of the source of the court of the court of the court of the light tower is quadrangular, painted white, with a black cupole, and is at Schlickburg. Position, lat 53 4 N, ORAVERGORY LIGHT Vessey, because of the light tower is quadrangular, painted white, with a black cupole, and is at Schlickburg. Position, lat 53 4 N, ORAVERGORY LIGHT Vessey, because of the light tower is quadrangular, painted white, with a black cupole, and is at Schlickburg.

black cupola, and is at Schlickburg. Pesition, lat 53 41 M, lon 93 & G.

GRAVEROUT LIGHT VESSEL has a black wicker ball af marthead, and the name "Graverort" is painted in white letters on each side. It is near the black barrel buoy NG 15, and vessels must pass to northward of fit.

JURIS LIGHT is building. It is to be fixed white, elevated 30 feet above high water, and visible 6 miles. The illuminating apparatus will be dioptric, of the fifth order the tower will be quadrangular, painted white with a black cupola, and placed upon the NW point of Jueles and, Postion, lat 535 N, lon 935 E.

SCHULAU LIGHT VESSUL has a larger black wicker ball at masthead, and the name "Schulau" painted on each side. Vessels must pass to northward of it.

SCHULAU LIGHT A fixed red light has been added to the fixed white light at Schulau. It is on a beacon clevated that have the side of the fixed white light at Schulau. It is on a beacon clevated that is visible in all directions; the red light is visible light is visible to tween the white barrel buoy No 2 and the black barrel buoy No 3. between the white barrel buoy No 3 and the black barrel buoy No 5.

BORTH SEA—COAST OF FRANCE—BAYK IN DUNKIER BOAD.

The commander of the despatch boat Foam has given the following information relating to the dangerous bank in Dunkirk Road:—

On Hills Bank there is a patch of about 500 yards is exient from east to west and the same from porth it south, which dries completely. The highest part of this patch is about 5 feet above water during spring idea it is at the southern edge, which is the most sieep-to, and bears E % N from the red buoy No 6. distant 400 yards, From this highest part the steeple of Leffrinckonke bears 8 18% K, Dunkirk Tower S 46% W, and the red light on the West Jetry S 73% W, the Usaino at the same time hidding the spires of St Martin. From the western edge, which uncovers 3 feet during the spring idea, the spired of St Martin begin to open to the right of the Casino From the eastern edge, which uncovers about 4 feet during spring tides, the same spires begin to open to the left of the Casino. The spires of St Martin hidden by the Casino give a line passing over the highest part of the patch.

(Bearings magnetic. Variation, 15.25 westerly in 1873.)

MEDITERAMENT—SARDINIA—AAM FIRED ISLAND—SUMER Information has been received of the existence of sunken rock (Gedfred Beck), with 12 feet water over 16 between Point Colonne and Folnt Genia, south end of San Fietre Island. It lies W & 8 from Point Colonne, distant nearly half a mile.

(Bearings magnetic. Variation, 14 deg westerly in 1873.)

By order of the Bureau of Navigation.

U. S. Hydrographic Office, Washington, D. C., July 28, 1873.

Steamship Colorado, Harris, from San Francisco Aug 1 for Yokohama, Aug 3, lat 27 27 N, lon 131 20 W. Ship Westminster (Br), Grose, from Bassein for Liverpool, June 10, lat 28 S, lon 40 E. Bark Bertha (Nor), Berg, from Belfast, I, for Baltimore, July 31, lat 45 55, lon 27 14.

Boxnay, July 1—In port ships Wm Woodbury, Harriman, for Liverpool; Sanspareli (Br), Purdy, unc. Calcorra, July 1—In port ships Royal Alice (Br), Hughes; Artist (Br), Sargent, and Frank Flint, Williams, for New York; Jean ing-low, Shillaber, for Boxton; Calumet, Cheever, from and for do, arrived June 23. Sailed from Saugor June 27, ship Philosopher (Br), Ellis, New York.

Colomo, June 23—Sailed, bark Loch Awe (Br), Scott, New York. Cronstadt. Hoselvlu, Aug 5—Arrived, ship Coringa, Ropes, of Bos Halipax, Aug 14—Arrived, brig Riedona (Br). Thempon, Baltimore. Livenroot. Aug 15—Arrived, steamship Kenliworth Br), Putt, Philadelphia. (Br), Putt, Philadelphia.
LYTTLEYON, MZ. June 1—Arrived, Bark Stormy Petrol
(Br), Read, San Francisco.
LITTLE GLACE BAY, CB, Aug 6—Arrived, sohr Lookout,
Nichola, New York.
MALAGA, Aug 1—Salled, brig Lizzie-Zittlesen, Dow, New
York.

York.
Monrunat, Aug 15—Arrived, steamship Mississippi (Br),
Roberts, Liverpool.
Cleared 15th. steamship Nestorian (Br), Watts, Liver Cleared Isln. steamship Nestorian (Br), Waits, Liverpool.

Newcastle, NSW. June 15—In port ship Wildwood Frost, for San Francisco; bark Etts Loring, Loring, for Yokohama, idg; also the Wheatlandside, Conflict, Lady Cairns, Galatea and British King, for San Francisco; idg. Prograsso, July 23—In port brig Geres (Br), for New York next day.

Picrou, Aug 11—Arrived, schr Maggie B (Br), McEachern, New York.

Cleared lith, bark Sarah Gilmore, Cltfford, Cuba.

Querso, Aug 15—Cleared, steamship Sarmatian (Br), Aird, Liverpool.

Swyrak, July 24—Sailed, bark Schamyl, Snow, New York.

Svnnsy, NSW, June 14—In port ship Newcastle (Br). Nork. Sydney, NSW, June 14—In port ship Newcastle (Br). French, for San Francisco, idg: also the Evelyn, and Berkshire, for do, do. Sixoarone, June 25—In port brig Nellie Hastings, Hab-SINGAPORE, June 23—In port orig Neille Hanting, Hablett, for Bostop.

St Helena, July 12—In port ship Fort Regent (Br), Otsen. from Hollo for New York, disg; sehr Edic Waters, Barnes, from Fish Bay for Walwich Bay.

St Jones, NF, Aug 12—Arrived, brig Ashler (Br), Boberts, New York. eris, New York.

Sydery, CB, Aug 4—Cleared, schrs Alfred Keen, Pilis
bury, New York; Carrie Walker, McFarland, do; #th
burg Siskummerin (Kor), Westergaard, do; 7th, schr C B
Forster, Coomba, do.
SHEDIAC, Aug 7—Arrived, ship Kate Troop (Br), Creek
er. Dublin; bark Bessie Parker (Br), Farnsworth, Ans warp.

Wa

American Ports.

BOSTON, Aug 16—Cleared, steamship Normen, Nicker son, Philadelphia; barks Sarah Hobart, Pinkham, Port Caisdonia CB; llion (Rus), Bein, Lepreaux, NB; brigit Aquidneck, Johnson, Aspinwall; R M Heslen, Gould Bültimore; schra H F Blaisdell, Woods, do; J E Pratt Crowell, Philadelphia.

Salted—Steamship George Appold; barks Fredonia, Ida E, Adela Capodistra, Don Justo, D C Jonea, Iona, and Spark; brigs British Queen, G A Pyke, George S Berry, Conquest, Mosea Rogers, and othera.

17th—Arrived, steamship Aries, Philadelphia; Leopard, do; Achilles, do; barks A Houghton, Sierra Leone; Elliott Riuchic, New Orleans; Armenia, Cape Town; brigs Bary Allerton, Rio Grande; Jane Harriet (Br), Totte, P. rocus (Greece). rous (Greeca). BANGORANIE; Jano Harriet (Br), Fores, Fr. Cous (Greeca). BANGOR, Schrs Abbie L Cutter, Smith, and Darius Eddy, Conant, New York. Cleared—Schr Louis Smith, Webber, New York. BATH, Aug 13—Sailed, sohr Margaret Reinhart, Phila-BATH, Aug la—Sailed, sonr Margaret Reinhart, Philadelphia.
CHARLBSTON, Aug 17—Arrived, steamship Georgia
Crowell, New York.
FORTEESS MONROE, Aug 17—Passed in for Battimore, ship Minerva and bark Onore, from Liverpoolbarks Eugenie, from Sagus; Dundee, from Dublin; brigi
Echo and Swance, from West Indies.
Passed out, steamer Venezuelan, for Liverpool; bartAquilla, for Italy; brigs agness Raymond, for St Johna
PR; Eabernfid and Nellie Ware, for the West Indies
schr Georgetta, from Toronto for Bernuda.
FALD RIVER, Aug 16—Arrived, schr Mist, Muncey,
Trenton. Trenton.

GARDINER, Me, Aug 10—Arrived, bark Wild Hunter, GR), Erickson, Loudon; schrs Mary E Amsden, Brooks, and American Chief, Snow, New York.

Sailed 11th, sohrs Grace Cushing, Belley, Georgetown DC; Amos Walker, Washington; Marion Draper, Meady and Bils Amsden, Rich, do; Queen of the South, Corson. and Bills Amsden, sich, do; Queen of the South, Corson, Philadelphia.

GREENPORT, LI, Aug 9-Arrived, schrs Pavorite, Clark, Newport (and sailed lith for Horton's Point is load for Philadelphia); G L Daboll, Racketl, New York. NEW ORLEANS, Aug 13-Arrived, schr Gertrude Howes, Johnson, Rustan.

PASS-4-VOTTER, Aug 13-Sailed, schr Constance.

The steamship Louislana, for Liverpool, is on the ban The steambild Louisians, to bound out.

13th—Sailed. bark Alpine.
Niw PORT, Aug 1s, Ph—In port sohrs Watchful, Gill.
Niw PORT, Aug 1s, Ph—In port sohrs Watchful, Gill.
New York for Warcham: D G F ovd. Clifford, Wickford for
New York; Mary Brewer, Saunders, New York for Boston; Edward & Frank, Fuller, Elizabethport for Bristol,
Me; W H Hail, Durree, New York for Salem.
NORWICH, Aug 16—sailed, schr Cerro Gordo, New Me; W. H. Hail, Durice, New York for Saiem.
NORWICH, Aug 16—Sailed, schr Cetro Gordo, New York
NEW LONDON, Aug 16—Arrived, schrs Hudson, and Warren Gates, Roboken; E. Holmes, Alexandria, for Ablyn's Point.
Railed—Schr Charmer, Alexandria,
Railed—Schr Charmer, Alexandria,
Hallade Le Hill, Aug 17—Arrived, steamship Vaderland (Dutch), Von der Heyden, Antwerp,
PORTLAND, Aug 17—Below, a light brig,
Cleared—Schrs Pred Rich, Grove, Georgetown, DC;
Olive Elizabeth, Randali, New York.
RICHMOND, Aug 14—Arrived, schrs Alabama, ChurchBi, Kennebec; W. Onelson, Roso, Albany,
Sailed—Schrs O B Hinns, Highy, and Prank Herbert,
Kelly, New York: H. G Ely, McKundoe, Trenton via ChipTon.
And Francisco, Aug 8—Arrived, ship Coulnakyle
(Br), Japp, Zebu; bark Ulio Cola (Haw), Rugs, ChampeTon.

pin, New York.

SALEM, Aug 15—Arrived, schr David Orockett, Pertina, Boston for New York.

UTSALADY, Aug 6—Sailed, barks Amelia, Foye, Sydney, NSW; 8th, Tokatca (Br), McKinnon, Hong Kong. MISCELLANEOUS. A BSOLUTE DIVORCES OBTAINED FROM COURTS
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ico. Sailed—Barks Queen Emma (Haw), Jenka Antofogasta; lem of the Ocean, Tuttle, Valparaise via Neye River, 9th—Sailed, ships Grace Darling, Binn, Molendo; Unlaunted, Dinsmore, Liverpool; bark North Star (Br), leant Lor

angs, Cork SAVANNAH, Aug 17—Arrived, steamship Zodiac, Cha-

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